



PCT / SE 2004 / 0 0 1 4 7 0
0 2 -11- 2004



INVESTOR IN PEOPLE

The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ

REC'D 12 NOV 2004

WIPO

PCT

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.

Signed

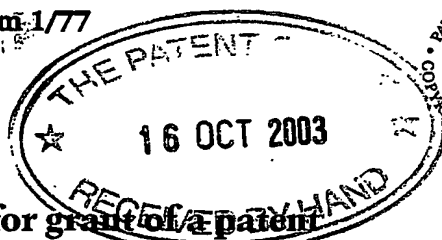
AmBrewster

Dated 12 October 2004

**PRIORITY
DOCUMENT**

SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

BEST AVAILABLE COPY



1777
17OCT03 EB45240-7 000389
P01/7700 0.00-0324291.4

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)

16 OCT 2003

The Patent Office

Cardiff Road
Newport
South Wales
NP10 8QQ

1. Your reference

P18189GB-SJP/jsd

2. Patent application number

(The Patent Office will fill this part in)

0324291.4

3. Full name, address and postcode of the or of each applicant (underline all surnames)

Autoliv Development AB.
Patent Department,
S-447 83 VARGARDA,
Sweden.

Patents ADP number (if you know it)

00321018009

If the applicant is a corporate body, give the country/state of its incorporation

Sweden

4. Title of the invention

"Improvements in or Relating to an Inflatable Air-Bag"

5. Name of your agent (if you have one)

Forrester Ketley & Co.

"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)

Forrester House
52 Bounds Green Road
London
N11 2EY

Patents ADP number (if you know it)

133001 ✓

6. Priority: Complete this section if you are declaring priority from one or more earlier patent applications, filed in the last 12 months.

Country

Priority application number
(if you know it)

Date of filing
(day / month / year)

7. Divisionals, etc: Complete this section only if this application is a divisional application or resulted from an entitlement dispute (see note f)

Number of earlier UK application

Date of filing
(day / month / year)

8. Is a Patents Form 7/77 (Statement of inventorship and of right to grant of a patent) required in support of this request?

Answer YES if:

- a) any applicant named in part 3 is not an inventor, or
- b) there is an inventor who is not named as an applicant, or
- c) any named applicant is a corporate body.

Yes

Otherwise answer NO (See note d)

Patents Form 1/77

9. Accompanying documents: A patent application must include a description of the invention. Not counting duplicates, please enter the number of pages of each item accompanying this form:

Continuation sheets of this form

Description 7

Claim(s) 2

Abstract 1

Drawing(s) 2

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (Patents Form 7/77) 2

Request for a preliminary examination and search (Patents Form 9/77) 1

Request for a substantive examination (Patents Form 10/77)

Any other documents (please specify)

11. ☒ We request the grant of a patent on the basis of this application.

Signature(s)

Forrester Ketley & Co
Forrester Ketley & Co.

Date 16 October, 2003

12. Name, daytime telephone number and e-mail address, if any, of person to contact in the United Kingdom

(020) 8889 6622
PARRY, Simon J.

fkldon@forresters.co.uk

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

1. If you need help to fill in this form or you have any questions, please contact the Patent Office on 09459 500505.

PATENTS ACT 1977

P18189GB-SJP/mm

5

IMPROVEMENTS IN OR RELATING TO AN INFLATABLE AIR-BAG

THE PRESENT INVENTION relates to an inflatable air-bag, and more
 10 particularly relates to an air-bag to be mounted in an motor vehicle as a safety
 device to provide cushioning to an occupant of the vehicle in the event that the
 vehicle is involved in a crash situation.

It is known that it is desirable to vent an air-bag provided for use in a
 15 motor vehicle to protect an occupant of the vehicle in the event that an accident
 should occur, especially if the air-bag is of the type intended to provide
 protection in the event that a front impact should occur.

An air-bag that is intended to provide protection in the case of a front
 20 impact is generally located so that, when inflated, the air-bag is positioned in
 front of the occupant to be protected. Such air-bags are typically provided
 within the dash-board or steering wheels of motor vehicles to protect the
 occupants from impact with the hard structures behind the air-bag.

25 During a front impact, the motor vehicle decelerates suddenly. Due to
 inertia, the occupant of a vehicle tends to continue moving, and thus the
 occupant of the vehicle is, in effect, moving forwardly relative to the rest of the
 vehicle. The function of the air-bag is to decelerate the occupant, preferably in
 such a way that the occupant suffers no injury. The air-bag must be inflated

very swiftly and thus, typically, contains relatively high pressure gas. If the air-bag were not vented, then because of the gas pressure within it, the air-bag would not decelerate the occupant gently, but instead would stop the occupant extremely swiftly and hence may injure the occupant. Thus, many air-bags are

5 provided with vent holes formed in them so that, when the air-bag is struck by the occupant, gas can escape from the air-bag through the vent hole or holes, so that the air-bag serves the function of decelerating the occupant more gently, to avoid such injury.

10 In many cases, it has been found to be desirable to control the degree of venting. For example, in a low load accident situation, such as a slow speed accident or an accident in which the occupant to be protected by the air-bag is of relatively low mass, then a relatively high degree of venting is appropriate to safely decelerate the occupant. However, in a high load accident, for example a
15 high speed accident, or an accident in which the seat occupant has a relatively high mass, and hence high inertia, a lower degree of venting is often desirable in order to prevent the seat occupant "striking through" the air-bag and suffering injury from impact with dashboard or steering wheel structures located behind the air-bag.

20

It is therefore desirable to provide an effective means to selectively close a vent hole provided in an air-bag, depending upon the load conditions of the accident situation.

airbag; a vent-hole formed through the elastic membrane; and an outer membrane provided on the outside of the airbag so as to extend across at least part of the inner membrane and the vent-hole; wherein the outer membrane defines a pucker over said part of the inner membrane, the pucker being open
5 so as to define an outlet flow path from said vent-hole when said part of the inner membrane is spaced from the pucker; the inner membrane being configured to stretch and seal against said pucker, around the vent-hole, when the internal pressure within the inflatable chamber exceeds a predetermined value.

10

Preferably, the inner membrane is made of silicone.

Advantageously, the inner membrane has more than one said vent-hole.

15

Conveniently, the air-bag is made of fabric and said inner membrane is secured across an aperture formed in said fabric.

Preferably, said inner membrane is stitched to said fabric of the air-bag.

20

Advantageously, said inner membrane is glued to said fabric of the air-bag.

Conveniently, the outer membrane comprises a strip of fabric stitched to the air-bag.

25

Preferably, said pucker takes the form of a loose fold across the outer membrane and is open at both of its ends.

Advantageously, the outer membrane is integral with the material of the airbag defining the inflatable chamber.

So that the invention may be more readily understood, and so that further
 5 features thereof may be appreciated, an embodiment of the invention will now be described, by way of example, with reference to the accompanying drawings, in which:-

FIGURE 1 is a schematic sectional view taken through part of an air-bag
 10 in accordance with the present invention illustrating a vent-hole arrangement;

FIGURE 2 is a view from above of the vent-hole arrangement illustrated in Figure 1;

FIGURE 3 is a view corresponding generally to that of Figure 1, illustrating the vent-hole arrangement during a low-load impact situation; and

15 FIGURE 4 is a view corresponding generally to that of Figure 3, but illustrating the vent-hole arrangement in a high-load impact situation.

Referring initially to Figures 1 and 2 of the accompanying drawings, there is illustrated an inflatable air-bag 1 which comprises an envelope of
 20 flexible material 2 such as, for example, woven fabric material, which defines an inflatable chamber 3 for fluid connection to an inflator (not illustrated) in a manner known *per se*. The fabric 2 defines a peripheral wall of the air-bag.

- an aperture 4 is provided through the fabric 2 of the air-bag across

be seen that the inner membrane 5 is secured to the fabric 2 of the air-bag round its periphery. The inner membrane 5 may be secured to the fabric 2 by any convenient means such as, for example, by way of a line of peripheral stitching 6. Alternatively, or additionally, the inner elastic membrane 5 can be
5 glued to the fabric 2 of the air-bag.

A small vent-hole 7 is provided through a substantially central part of the inner membrane 5.

10 An outer membrane 8 is provided on the outside of the air-bag, located on the opposite side of the inner membrane 5 to the inflatable chamber 3. The outer membrane 8 preferably takes the form of a strip of fabric material, as illustrated in Figure 2. However, it is envisaged that other materials, instead of fabric, could be used for the outer membrane 8 provided the material has a
15 lower degree of elasticity than the inner membrane 5. The strip of fabric material illustrated in Figure 2 is of generally elongate rectangular form and it will be seen that the strip is secured to the peripheral wall of the air-bag by lines of stitching 9. However, it is also envisaged that the outer membrane 8 could be part of the airbag fabric 2.

20 The strip of fabric defining the outer membrane 8 extends across at least the central region of the inner elastic membrane 5, and as illustrated in Figures 1 and 2, the ends of the fabric strip are stitched to the air-bag on opposed sides of the inner membrane 5.

25 The outer membrane 8 is configured so as to define a pucker 10 in the form of a loose fold or bulge which is located above the vent-hole 7 provided through the inner membrane 5. As illustrated most clearly in Figure 2, the pucker 10 extends transversely across the fabric strip defining the outer

membrane 8 and is open at both ends so as to define a gas flow path from the vent-hole 7 to atmosphere (as illustrated by arrows 11, 12 in Figure 2).

Figure 1 illustrates the vent-hole arrangement in a relaxed condition in which the elastic membrane 5 is stretched lightly across the aperture 4 provided in the fabric 2.

Figure 3 illustrates the vent-hole arrangement in a condition which it adopts during a low-load impact situation, for example a slow speed accident and/or an accident involving a relatively low-mass passenger. In this type of accident situation, as the passenger impacts with the air-bag under relatively low-load, the internal gas pressure within the air-bag, following initial inflation of the air-bag, is caused to increase slightly and hence, as illustrated, the inner elastic membrane 5 is caused to stretch and deform outwardly by a small amount. In this low-load impact situation, it will be seen that the degree of deformation caused to the inner elastic membrane 5 by the internal gas pressure of the air-bag is small enough to ensure that the vent-hole 7 is always spaced from the inner surface of the pucker 10, which means that gas is allowed to vent from the inflatable chamber 3, through the vent-hole 7 and out from underneath the pucker 10, for example as illustrated by arrow 13 in Figure 3.

In contrast to the situation illustrated in Figure 3, Figure 4 illustrates the vent-hole arrangement in a condition which it adopts during a high-load impact situation such as, for example, a higher speed crash, and/or a crash involving

and to a higher level than in the case illustrated in Figure 3. The inner elastic membrane 5 responds to this higher increase of gas pressure, and is configured such that, if the internal gas pressure of the inflatable chamber exceeds a predetermined value, then the central region of the inner elastic membrane stretches and bears against the pucker 10, and effectively seals against the undersurface of the pucker 10, around the vent-hole 7. This therefore closes the vent-hole 7 and prevents outflow of gas from the inflatable chamber 3, thereby preventing further collapse of the air-bag and hence preventing "strike-through" of the seat occupant with respect to the air-bag.

10

It should therefore be appreciated that the above-described invention provides a simple vent arrangement which permits venting in a low-load condition, but which prevents venting in a high-load condition in order to prevent protection to a passenger of the motor vehicle from "strike-through" injuries.

15

In the present specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

20

The features disclosed in the foregoing description, or the following claims, or the accompanying drawings, expressed in their specific forms or in terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

25

CLAIMS

5

1. An inflatable airbag defining an inflatable chamber for fluid connection to an inflator, the airbag comprising: an elastic inner membrane provided in the peripheral wall of the airbag; a vent-hole formed through the elastic membrane; and an outer membrane provided on the outside of the airbag so as to extend
 10 across at least part of the inner membrane and the vent-hole; wherein the outer membrane defines a pucker over said part of the inner membrane, the pucker being open so as to define an outlet flow path from said vent-hole when said part of the inner membrane is spaced from the pucker; the inner membrane being configured to stretch and seal against said pucker, around the vent-hole,
 15 when the internal pressure within the inflatable chamber exceeds a predetermined value.

20

2. An airbag according to claim 1, wherein the inner membrane is made of silicone.

3. An airbag according to claim 1 or 2, wherein the inner membrane has more than one said vent-hole.

4. ~~An airbag according to any preceding claim, wherein the airbag is made~~

6. An airbag according to claim 4 or 5, wherein said inner membrane is glued to said fabric of the airbag.

5 7. An airbag according to any preceding claim, wherein said outer membrane comprises a strip of fabric stitched to the airbag.

8. An airbag according to any preceding claim, wherein said pucker takes the form of a loose fold across the outer membrane and is open at both of its
10 ends.

9. An airbag according to any preceding claim, wherein the outer membrane is integral with the material of the airbag defining the inflatable chamber.
15

10. An inflatable air-bag substantially as hereinbefore described with reference to and as shown in the accompanying drawings.

11. Any novel feature or combination of features disclosed herein.
20

ABSTRACT

5 IMPROVEMENTS IN OR RELATING TO AN INFLATABLE AIR-BAG

An inflatable air-bag (1) is disclosed which defines an inflatable chamber (3).
10 The air-bag comprises an inner elastic membrane (5) provided in the peripheral wall of the air-bag, there being a vent-hole (7) formed through the elastic membrane (5). An outer membrane (8) is provided on the outside of the air-bag which extends across at least part of the inner membrane (5) and the vent-hole (7). The outer membrane defines a pucker (10) over the inner membrane and
15 the vent-hole (7). The pucker (10) is open so as to define an outlet flow path from the vent-hole (7) when the inner membrane (5) is spaced from the pucker (10). The inner membrane (5) is configured to stretch and seal against the pucker (10) around the vent-hole (7) when the internal pressure within the inflatable chamber (3) exceeds a predetermined value.

20

FIG. 1.

1/2

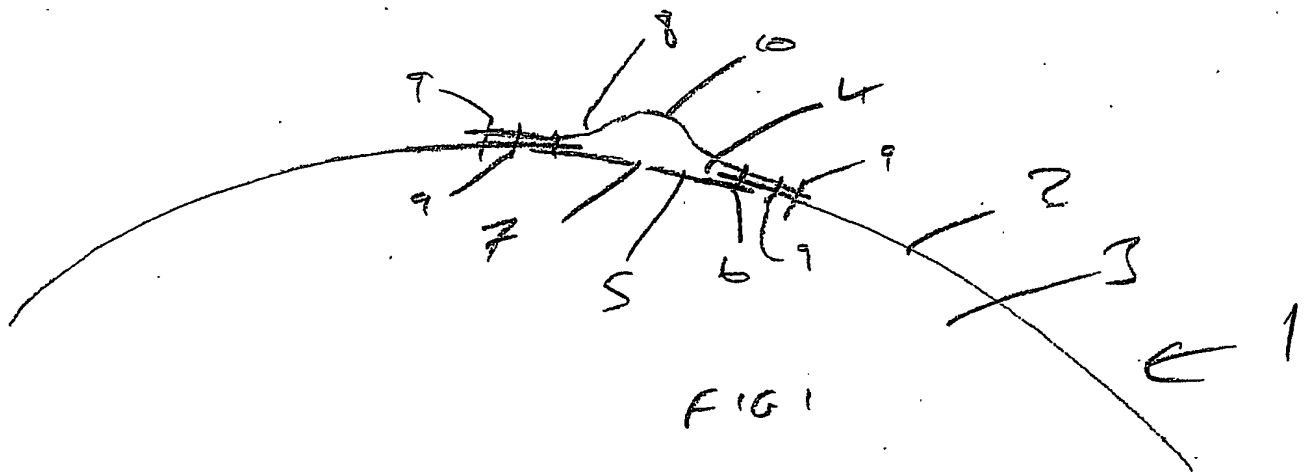


FIG 1

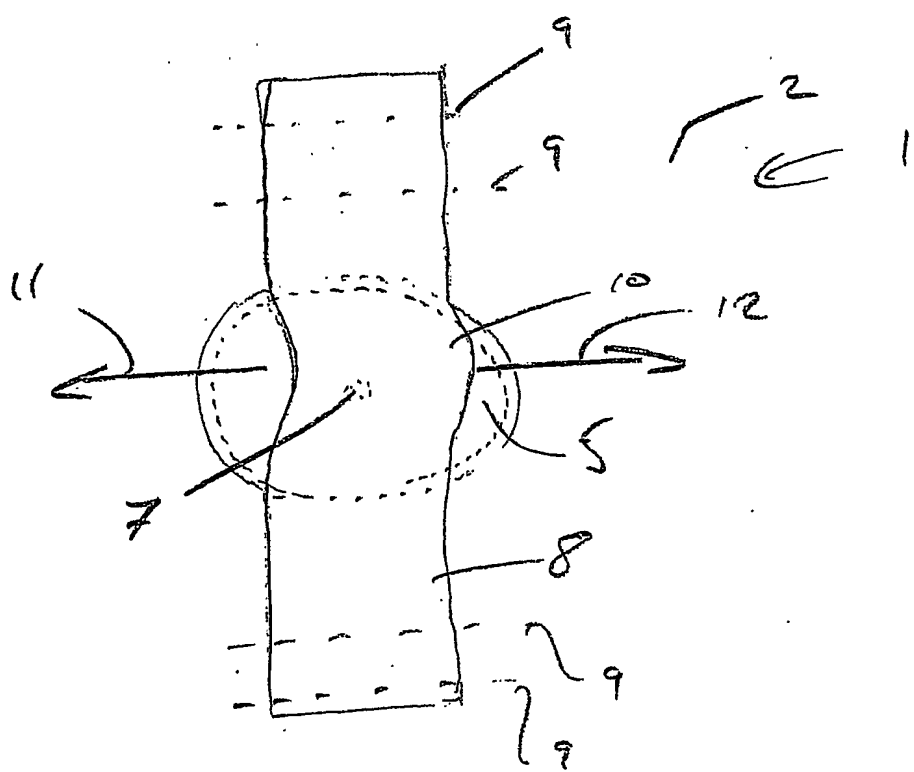


FIG 2

2/2.



FIG 3



FIG 4

**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ BLACK BORDERS
- ☐ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☐ FADED TEXT OR DRAWING
- ☐ BLURRED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☐ COLOR OR BLACK AND WHITE PHOTOGRAPHS
- ☐ GRAY SCALE DOCUMENTS
- ☒ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☐ REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.